

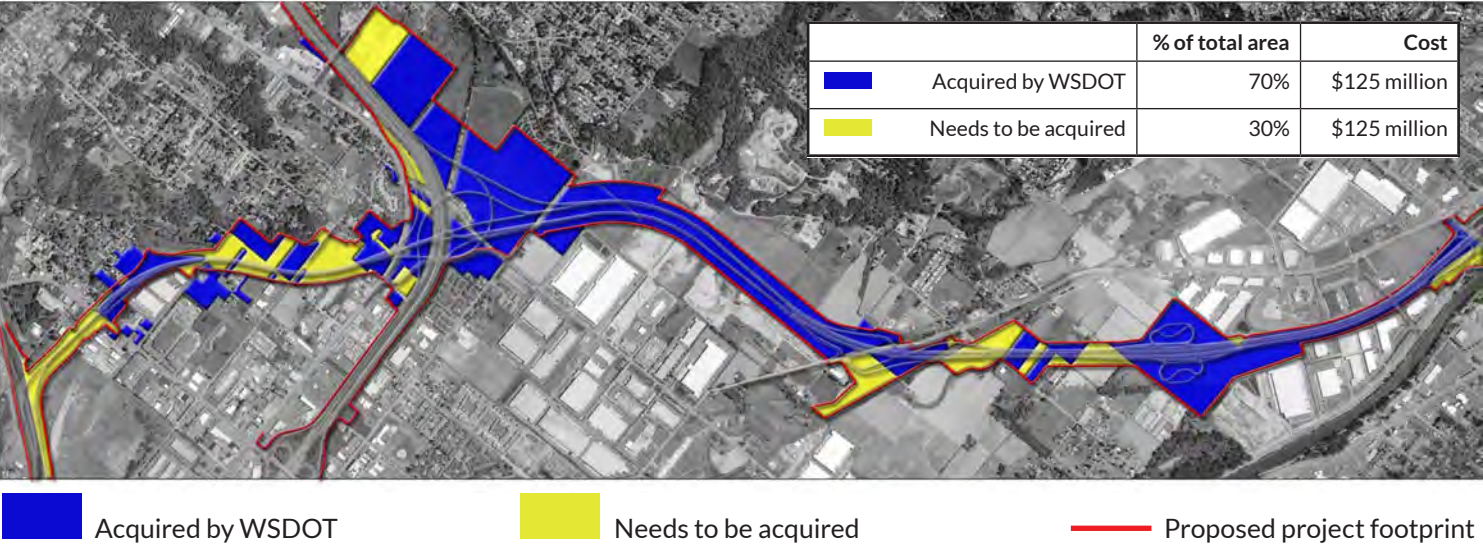
Connecting Washington Project

In 2015 the Legislature approved the Connecting Washington funding package, funding \$16 billion of highway construction and preservation activities, fish passage projects, and ferry terminal and boat construction. The package allocated \$933 million to build the initial phase of the SR 167 Completion project. The funds will allow environmental work to be completed, obtain permits, purchase remaining right of way, and construct the project. The funding is allocated from July 2015 through June 2031, meaning work on this project will occur over a 16-year period.

Progress Steps

- WSDOT must:
- update environmental documentation;
 - complete final highway design;
 - conduct Access Hearing;
 - purchase remaining right of way;
 - obtain necessary permits;
 - select a design builder;
 - construct the project.

Status of Right of Way Acquisition



MORE INFORMATION

Craig Stone, P.E.

Gateway Program Administrator
206-464-1222
StoneC@wsdot.wa.gov
www.wsdot.wa.gov/Projects/SR167/Completion/

Steve Fuchs, P.E.

SR 167 Project Manager
360-357-2623
FuchsS@wsdot.wa.gov

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Notice to Public: It is the Washington State Department of Transportation’s (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin

The tables below highlight past and future funding sources used by WSDOT to fund this project.

Funding by Source	Spent to Date
2003 Gas Tax (Nickel Funding)	\$59.6 million
2005 Gas Tax (Partnership Funding)	\$70.2 million
Other State Funds	\$8.5 million
Federal Funds*	\$22.1 million
Local Funds	\$0.5 million

*TEA-21 High Priority, SAFETEA-LU, National Corridors

Funding by Source	New Funding
Connecting Washington	\$768 million
Local Funding	\$70 million
Toll Funds	\$95 million
Total - new funding	\$933 million

Puget Sound Gateway - SR 167 Completion



Project History

Planning for a complete State Route 167 began as early as the 1950s when the Department of Highways identified interchanges and freeway corridors for Interstate 5 and State Routes 167, 410 and 512. In the 1960s, the I-5/Port of Tacoma Road interchange was constructed to provide a future connection to SR 167. Active planning and construction on numerous sections of SR 167 continued through the 1980s, at which point SR 167 became a four-lane facility from Interstate 405 in Renton to Puyallup. Non-freeway arterials (North Meridian and River Road) joined Puyallup with I-5.

In the 1970s, planning efforts to complete SR 167 to I-5 slowed, pending property ownership clarifications. In 1976, WSDOT issued a study analyzing traffic congestion related to SR 167’s termination at North Meridian (SR 161), and recommended a

new SR 167 alignment be added to the Puget Sound Council of Governments Transportation Improvement Plan.

In 1988, the Cascade Corridor Task Force (of the Economic Development Board for Tacoma-Pierce County) recommended completing SR 167 to I-5 near Fife. In 1989, property ownership was resolved and this allowed the completion of SR 167 to move forward. In 1990, the Washington State Legislature provided funds to further analyze the potential corridor and start the Environmental Impact Statement.

Engineering, environmental analysis and land-acquisition activities geared up in 2003 with \$59.6 million in Nickel Gas Tax revenues and in 2005 with \$70.2 million in Transportation Partnership funds. Those monies have been used to complete environmental documentation, choose a preferred corridor, and secure 70% of the properties needed to complete the corridor. The preferred corridor completes

four miles of SR 167 to I-5 and includes five interchanges. It also includes an almost-two-mile-long connection between I-5 and SR 509 near the Port of Tacoma.

In 2010 and 2011, the Washington State Legislature mandated that WSDOT undertake two separate studies on the feasibility of funding the SR 167 corridor with tolls. Both studies are complete and results from both have been presented to the Legislature. The latter study, entitled the “Comprehensive Tolling Study,” was completed in 2013 and looked specifically at what potential revenues could be generated from tolling the corridor. The study concluded that tolling revenues could provide up to \$65 million for initial capital investments, and cover 100% of the maintenance and operating expenses for the facility once built.

In 2015, the Legislature approved funding for project construction through the “Connecting Washington Account.”

Project Timeline

1990	2012	2012-2015	2015	2019	2019	2031
Major Accomplishments Tier 1 EIS 1999 Tier II EIS 2006 2003 Nickel Funding 2005 Partnership Funding Advanced design Purchased 70% of right of way Tolling Feasibility Study Comprehensive Tolling Study Puget Sound Gateway concept emerged		Project on hold pending funding	Update NEPA EIS		Phased construction	
			Access Hearing		Purchase remaining right of way	
			Advance project design			
			Prepare Design/Build Request for Qualifications and Request for Proposals			
			Purchase right of way			
			Obtain permits			

Project concept

The SR 167 Completion project will build the remaining four miles of SR 167 between SR 161 (Meridian) and I-5, completing a long-planned connection to I-5. This project also includes a 2-mile new connection from I-5 to SR 509. These improvements will provide two lanes in each direction from Tacoma to Puyallup. The project will also build five interchanges located at SR 509, 54th Avenue, I-5, Valley Avenue and SR 161 (Meridian). The environmental documentation for the project includes the ability to add HOV lanes in the future.

Benefits

The highway completion would relieve congestion on local roads and other highways by providing new travel options. It would:

- add up to 79,000 long-term regional jobs* from enhanced transportation;
- *An Economic Assessment of the SR 167 Extension Project, Final Report: April 5, 2007, Berk & Associates, Seattle, WA*
- add up to 4,200 short-term regional jobs supporting design and construction of highway completion;
- move freight faster, more safely and more economically;
- improve regional mobility;
- supports local and regional economic development and comprehensive land use plans;
- enhance surface water quality and improve stream habitat feeding into Commencement Bay;
- complete a highway segment designated as part of the National Highway System providing defense access, continuity and emergency capabilities during times of national emergency.

